

PUBLIC NOTICE

PERMIT APPLICATION: NRS#05.438

APPLICANT: James Carell
6440 Edinburgh Drive
Nashville, TN 37211
(615)371-3867

LOCATION: Unnamed tributaries to Station Camp Creek
Sumner County
Lat/Long: approx. 36.3833°N/-86.5500°W

WATERSHED DESCRIPTION: The proposed project site is located on a farm at 1826 Longhollow Pike affecting 7 unnamed tributaries to Station Camp Creek in Sumner County, Tennessee. Many of the banks along these streams have been trampled by cattle on the property. Vegetative cover is limited in a substantial amount of impact area. Substrate includes bedrock, cobble and stone. There are both perennial and intermittent streams and wet weather conveyances on the property. The area is currently rural. However, development of subdivisions in the surrounding areas is apparent. Station Camp Creek is a tributary of the Cumberland River (Old Hickory Lake).

PROJECT DESCRIPTION: The applicant proposes 9 road crossing, 6 water line crossings, 2 gravity sewer line crossings, an impoundment of approximately 800 feet of stream, an outfall and the relocation of 3035 feet of existing stream. Impacts are broken down by stream in the following:

- Stream "A": Two 12-foot by 4-foot three-sided road crossings for a total of approximately 260 feet, a 12-inch water line crossing, outfall from storm water detention pond on stream "F" and the relocation of 660 feet of existing stream to 660 feet of proposed channel with an additional 165 feet of stream enhancement.
- Stream "D": Abandon approximately 400 feet of existing channel and relocate to feed Stream "K" in 1275 feet of proposed channel.
- Stream "F": 5 road crossings for a total of approximately 460 feet, 2 12-inch waterline crossings, one 8-inch waterline crossing, 2 gravity sewer line crossings, relocation of 500 feet of stream to 500 feet of proposed channel and the impoundment of approximately 800 feet for the purpose of detention. Base flows will continue to flow as they do now and only storm water will be detained through the use of approximately 50 feet of a 5-foot by 6-foot 3-sided structure. The road crossings will be 3-sided box type. Exact sizes have not been determined at this time as these are in later "phases" of the development.
- Stream "G": Relocation of approximately 950 feet of stream to approximately 550 feet of proposed channel. Water will be piped from the existing start of "G" to the proposed daylight (start) of the new channel.
- Stream "K": 1 three-sided 10-foot by 4-foot road crossing of approximately 70 feet, 1 8-inch waterline crossing and the abandonment of approximately 275 feet of stream length. Another 10-foot by 4-foot box is proposed at the lower confluence of the stream and wet weather conveyance sections (as per the stream determination) of this drainage. The wet weather conveyance will be encapsulated to the confluence with "F."

Stream "J": Relocation of approximately 250 feet of stream to 320 feet of proposed channel and reversal of the stream/pond sequence to a pond/stream sequence.

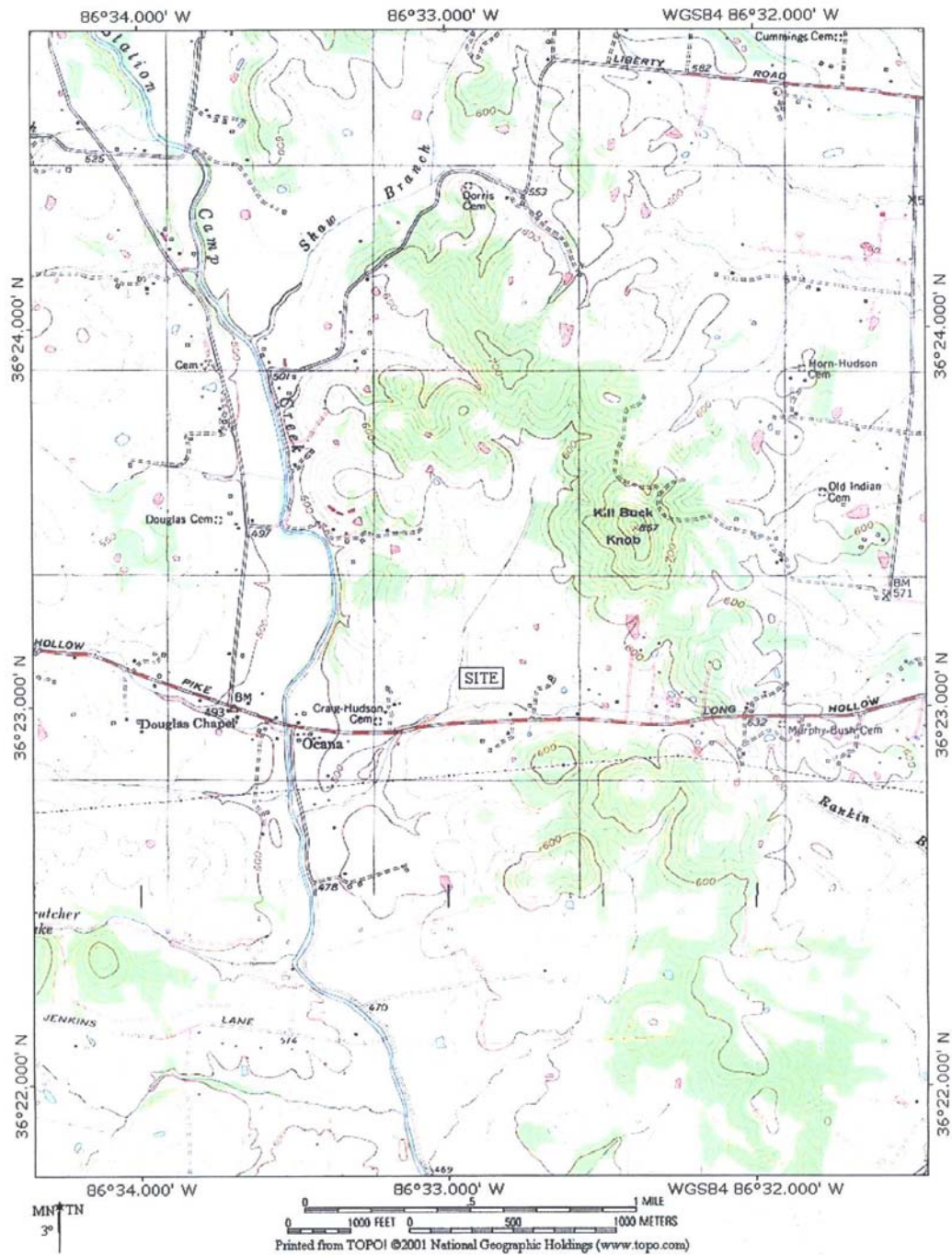
Stream "L": 1 equestrian road crossing of approximately 12 to 15 feet and replacement of the existing 4-inch water line with a 12-inch line

Estate homes will be positioned 150 feet or more from Long Hollow Pike to buffer the stream that parallels the southern (front) boundary of the property. A 450 foot diameter circular drive located at the terminus of the main boulevard (Road A) would be utilized to preserve a mass of existing trees protecting the main drainage way (F) flowing north to south through the development. A 120 foot natural buffer would be maintained along the main drainage way (F) which flows north to south through the development. Roadway alignment was adjusted to parallel the main drainage way (F) in the northern section of the development to maintain a 60 foot natural buffer. In-line detention at the southern end of the main drainage way (F) was designed for avoidance of the relocation of a large length of the subject stream, preservation of the riparian zone at the confluence of the drainage ways (F and A), minimization of sanitary sewer crossings of the main drainage way (F) to two with preservation of existing riparian vegetation in those areas and avoidance of stream bank disturbance within the outline of the in-line detention. The berms will be well off the stream banks. The existing pond (J) in the northwest section of the development will be converted and enhanced into a larger pond with the associated stream relocation to the west. Relocated streams will be constructed to mimic upstream characteristics of the same stream or nearby drainage features. Riparian vegetation for the relocated streams will consist of native species. Road crossings will incorporate span bridge system designs preserving the natural stream beds. Utility line crossings will be placed in the vicinity of the span bridge systems with hoe ram technology. Potable water lines will be placed within the span bridge structure where feasible. **In accordance with the Tennessee Antidegradation Statement (Rule 1200-4-3-.06), the division has determined that the proposed activity will not result in degradation to water quality.**

PERMIT COORDINATOR: Kelly Morrison

USGS TOPOGRAPHIC QUADRANGLE: Cottontown Quad (310-NE)

Topo Map

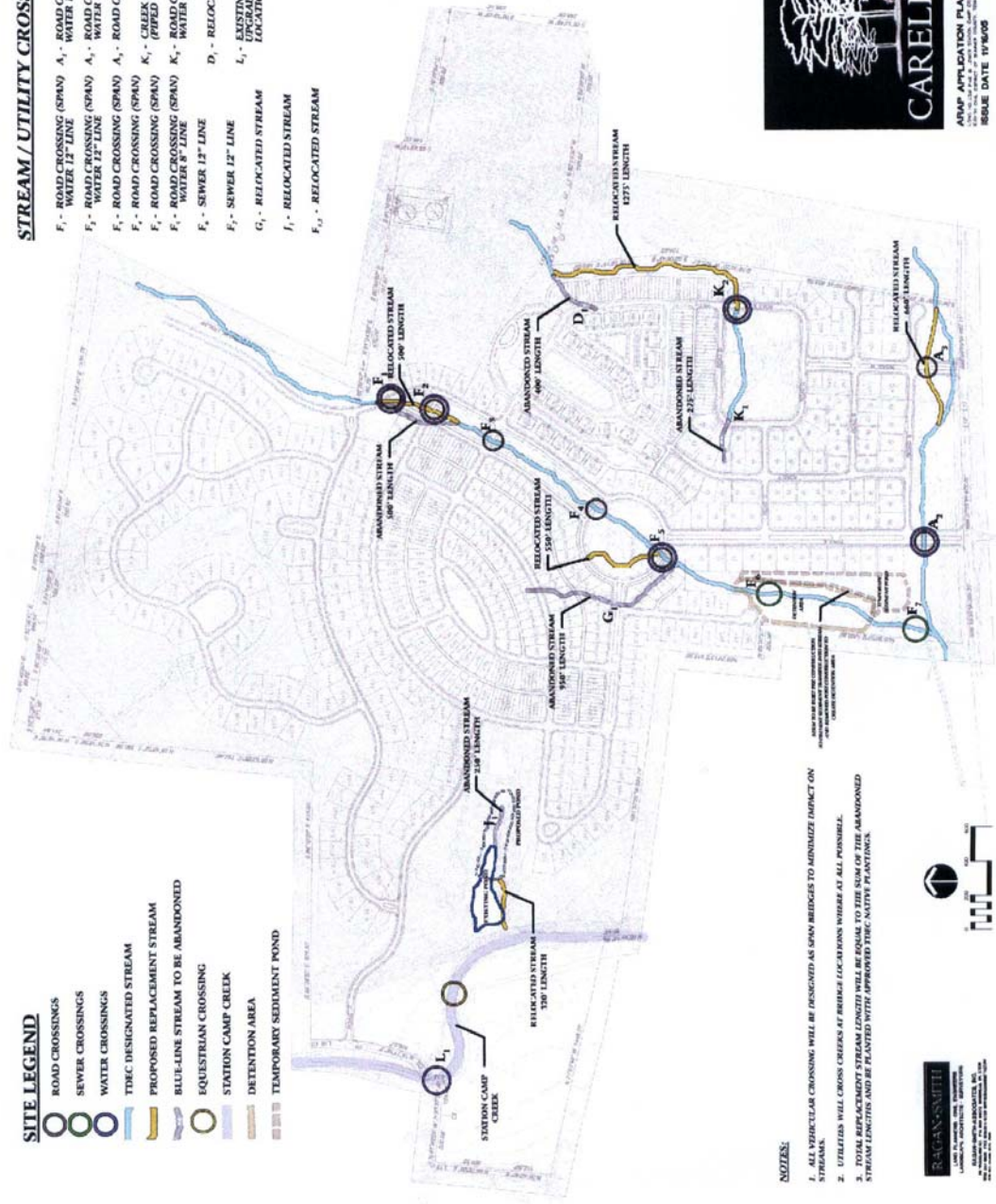


STREAM / UTILITY CROSSING TABLE

F ₁ - ROAD CROSSING (SPAN)	A ₁ - ROAD CROSSING (SPAN)
F ₂ - ROAD CROSSING (SPAN)	A ₂ - ROAD CROSSING (SPAN)
F ₃ - ROAD CROSSING (SPAN)	A ₃ - ROAD CROSSING (SPAN)
F ₄ - ROAD CROSSING (SPAN)	A ₄ - ROAD CROSSING (SPAN)
F ₅ - ROAD CROSSING (SPAN)	A ₅ - ROAD CROSSING (SPAN)
F ₆ - ROAD CROSSING (SPAN)	A ₆ - ROAD CROSSING (SPAN)
F ₇ - ROAD CROSSING (SPAN)	A ₇ - ROAD CROSSING (SPAN)
F ₈ - ROAD CROSSING (SPAN)	A ₈ - ROAD CROSSING (SPAN)
F ₉ - ROAD CROSSING (SPAN)	A ₉ - ROAD CROSSING (SPAN)
F ₁₀ - ROAD CROSSING (SPAN)	A ₁₀ - ROAD CROSSING (SPAN)
F ₁₁ - ROAD CROSSING (SPAN)	A ₁₁ - ROAD CROSSING (SPAN)
F ₁₂ - ROAD CROSSING (SPAN)	A ₁₂ - ROAD CROSSING (SPAN)
F ₁₃ - ROAD CROSSING (SPAN)	A ₁₃ - ROAD CROSSING (SPAN)
F ₁₄ - ROAD CROSSING (SPAN)	A ₁₄ - ROAD CROSSING (SPAN)
F ₁₅ - ROAD CROSSING (SPAN)	A ₁₅ - ROAD CROSSING (SPAN)
F ₁₆ - ROAD CROSSING (SPAN)	A ₁₆ - ROAD CROSSING (SPAN)
F ₁₇ - ROAD CROSSING (SPAN)	A ₁₇ - ROAD CROSSING (SPAN)
F ₁₈ - ROAD CROSSING (SPAN)	A ₁₈ - ROAD CROSSING (SPAN)
F ₁₉ - ROAD CROSSING (SPAN)	A ₁₉ - ROAD CROSSING (SPAN)
F ₂₀ - ROAD CROSSING (SPAN)	A ₂₀ - ROAD CROSSING (SPAN)
F ₂₁ - ROAD CROSSING (SPAN)	A ₂₁ - ROAD CROSSING (SPAN)
F ₂₂ - ROAD CROSSING (SPAN)	A ₂₂ - ROAD CROSSING (SPAN)
F ₂₃ - ROAD CROSSING (SPAN)	A ₂₃ - ROAD CROSSING (SPAN)
F ₂₄ - ROAD CROSSING (SPAN)	A ₂₄ - ROAD CROSSING (SPAN)
F ₂₅ - ROAD CROSSING (SPAN)	A ₂₅ - ROAD CROSSING (SPAN)
F ₂₆ - ROAD CROSSING (SPAN)	A ₂₆ - ROAD CROSSING (SPAN)
F ₂₇ - ROAD CROSSING (SPAN)	A ₂₇ - ROAD CROSSING (SPAN)
F ₂₈ - ROAD CROSSING (SPAN)	A ₂₈ - ROAD CROSSING (SPAN)
F ₂₉ - ROAD CROSSING (SPAN)	A ₂₉ - ROAD CROSSING (SPAN)
F ₃₀ - ROAD CROSSING (SPAN)	A ₃₀ - ROAD CROSSING (SPAN)
F ₃₁ - ROAD CROSSING (SPAN)	A ₃₁ - ROAD CROSSING (SPAN)
F ₃₂ - ROAD CROSSING (SPAN)	A ₃₂ - ROAD CROSSING (SPAN)
F ₃₃ - ROAD CROSSING (SPAN)	A ₃₃ - ROAD CROSSING (SPAN)
F ₃₄ - ROAD CROSSING (SPAN)	A ₃₄ - ROAD CROSSING (SPAN)
F ₃₅ - ROAD CROSSING (SPAN)	A ₃₅ - ROAD CROSSING (SPAN)
F ₃₆ - ROAD CROSSING (SPAN)	A ₃₆ - ROAD CROSSING (SPAN)
F ₃₇ - ROAD CROSSING (SPAN)	A ₃₇ - ROAD CROSSING (SPAN)
F ₃₈ - ROAD CROSSING (SPAN)	A ₃₈ - ROAD CROSSING (SPAN)
F ₃₉ - ROAD CROSSING (SPAN)	A ₃₉ - ROAD CROSSING (SPAN)
F ₄₀ - ROAD CROSSING (SPAN)	A ₄₀ - ROAD CROSSING (SPAN)
F ₄₁ - ROAD CROSSING (SPAN)	A ₄₁ - ROAD CROSSING (SPAN)
F ₄₂ - ROAD CROSSING (SPAN)	A ₄₂ - ROAD CROSSING (SPAN)
F ₄₃ - ROAD CROSSING (SPAN)	A ₄₃ - ROAD CROSSING (SPAN)
F ₄₄ - ROAD CROSSING (SPAN)	A ₄₄ - ROAD CROSSING (SPAN)
F ₄₅ - ROAD CROSSING (SPAN)	A ₄₅ - ROAD CROSSING (SPAN)
F ₄₆ - ROAD CROSSING (SPAN)	A ₄₆ - ROAD CROSSING (SPAN)
F ₄₇ - ROAD CROSSING (SPAN)	A ₄₇ - ROAD CROSSING (SPAN)
F ₄₈ - ROAD CROSSING (SPAN)	A ₄₈ - ROAD CROSSING (SPAN)
F ₄₉ - ROAD CROSSING (SPAN)	A ₄₉ - ROAD CROSSING (SPAN)
F ₅₀ - ROAD CROSSING (SPAN)	A ₅₀ - ROAD CROSSING (SPAN)
F ₅₁ - ROAD CROSSING (SPAN)	A ₅₁ - ROAD CROSSING (SPAN)
F ₅₂ - ROAD CROSSING (SPAN)	A ₅₂ - ROAD CROSSING (SPAN)
F ₅₃ - ROAD CROSSING (SPAN)	A ₅₃ - ROAD CROSSING (SPAN)
F ₅₄ - ROAD CROSSING (SPAN)	A ₅₄ - ROAD CROSSING (SPAN)
F ₅₅ - ROAD CROSSING (SPAN)	A ₅₅ - ROAD CROSSING (SPAN)
F ₅₆ - ROAD CROSSING (SPAN)	A ₅₆ - ROAD CROSSING (SPAN)
F ₅₇ - ROAD CROSSING (SPAN)	A ₅₇ - ROAD CROSSING (SPAN)
F ₅₈ - ROAD CROSSING (SPAN)	A ₅₈ - ROAD CROSSING (SPAN)
F ₅₉ - ROAD CROSSING (SPAN)	A ₅₉ - ROAD CROSSING (SPAN)
F ₆₀ - ROAD CROSSING (SPAN)	A ₆₀ - ROAD CROSSING (SPAN)
F ₆₁ - ROAD CROSSING (SPAN)	A ₆₁ - ROAD CROSSING (SPAN)
F ₆₂ - ROAD CROSSING (SPAN)	A ₆₂ - ROAD CROSSING (SPAN)
F ₆₃ - ROAD CROSSING (SPAN)	A ₆₃ - ROAD CROSSING (SPAN)
F ₆₄ - ROAD CROSSING (SPAN)	A ₆₄ - ROAD CROSSING (SPAN)
F ₆₅ - ROAD CROSSING (SPAN)	A ₆₅ - ROAD CROSSING (SPAN)
F ₆₆ - ROAD CROSSING (SPAN)	A ₆₆ - ROAD CROSSING (SPAN)
F ₆₇ - ROAD CROSSING (SPAN)	A ₆₇ - ROAD CROSSING (SPAN)
F ₆₈ - ROAD CROSSING (SPAN)	A ₆₈ - ROAD CROSSING (SPAN)
F ₆₉ - ROAD CROSSING (SPAN)	A ₆₉ - ROAD CROSSING (SPAN)
F ₇₀ - ROAD CROSSING (SPAN)	A ₇₀ - ROAD CROSSING (SPAN)
F ₇₁ - ROAD CROSSING (SPAN)	A ₇₁ - ROAD CROSSING (SPAN)
F ₇₂ - ROAD CROSSING (SPAN)	A ₇₂ - ROAD CROSSING (SPAN)
F ₇₃ - ROAD CROSSING (SPAN)	A ₇₃ - ROAD CROSSING (SPAN)
F ₇₄ - ROAD CROSSING (SPAN)	A ₇₄ - ROAD CROSSING (SPAN)
F ₇₅ - ROAD CROSSING (SPAN)	A ₇₅ - ROAD CROSSING (SPAN)
F ₇₆ - ROAD CROSSING (SPAN)	A ₇₆ - ROAD CROSSING (SPAN)
F ₇₇ - ROAD CROSSING (SPAN)	A ₇₇ - ROAD CROSSING (SPAN)
F ₇₈ - ROAD CROSSING (SPAN)	A ₇₈ - ROAD CROSSING (SPAN)
F ₇₉ - ROAD CROSSING (SPAN)	A ₇₉ - ROAD CROSSING (SPAN)
F ₈₀ - ROAD CROSSING (SPAN)	A ₈₀ - ROAD CROSSING (SPAN)
F ₈₁ - ROAD CROSSING (SPAN)	A ₈₁ - ROAD CROSSING (SPAN)
F ₈₂ - ROAD CROSSING (SPAN)	A ₈₂ - ROAD CROSSING (SPAN)
F ₈₃ - ROAD CROSSING (SPAN)	A ₈₃ - ROAD CROSSING (SPAN)
F ₈₄ - ROAD CROSSING (SPAN)	A ₈₄ - ROAD CROSSING (SPAN)
F ₈₅ - ROAD CROSSING (SPAN)	A ₈₅ - ROAD CROSSING (SPAN)
F ₈₆ - ROAD CROSSING (SPAN)	A ₈₆ - ROAD CROSSING (SPAN)
F ₈₇ - ROAD CROSSING (SPAN)	A ₈₇ - ROAD CROSSING (SPAN)
F ₈₈ - ROAD CROSSING (SPAN)	A ₈₈ - ROAD CROSSING (SPAN)
F ₈₉ - ROAD CROSSING (SPAN)	A ₈₉ - ROAD CROSSING (SPAN)
F ₉₀ - ROAD CROSSING (SPAN)	A ₉₀ - ROAD CROSSING (SPAN)
F ₉₁ - ROAD CROSSING (SPAN)	A ₉₁ - ROAD CROSSING (SPAN)
F ₉₂ - ROAD CROSSING (SPAN)	A ₉₂ - ROAD CROSSING (SPAN)
F ₉₃ - ROAD CROSSING (SPAN)	A ₉₃ - ROAD CROSSING (SPAN)
F ₉₄ - ROAD CROSSING (SPAN)	A ₉₄ - ROAD CROSSING (SPAN)
F ₉₅ - ROAD CROSSING (SPAN)	A ₉₅ - ROAD CROSSING (SPAN)
F ₉₆ - ROAD CROSSING (SPAN)	A ₉₆ - ROAD CROSSING (SPAN)
F ₉₇ - ROAD CROSSING (SPAN)	A ₉₇ - ROAD CROSSING (SPAN)
F ₉₈ - ROAD CROSSING (SPAN)	A ₉₈ - ROAD CROSSING (SPAN)
F ₉₉ - ROAD CROSSING (SPAN)	A ₉₉ - ROAD CROSSING (SPAN)
F ₁₀₀ - ROAD CROSSING (SPAN)	A ₁₀₀ - ROAD CROSSING (SPAN)

SITE LEGEND

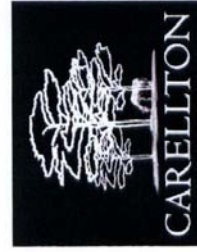
- ROAD CROSSINGS
- SEWER CROSSINGS
- WATER CROSSINGS
- TDEC DESIGNATED STREAM
- PROPOSED REPLACEMENT STREAM
- BLUE-LINE STREAM TO BE ABANDONED
- EQUESTRIAN CROSSING
- STATION CAMP CREEK
- DETENTION AREA
- TEMPORARY SEDIMENT POND



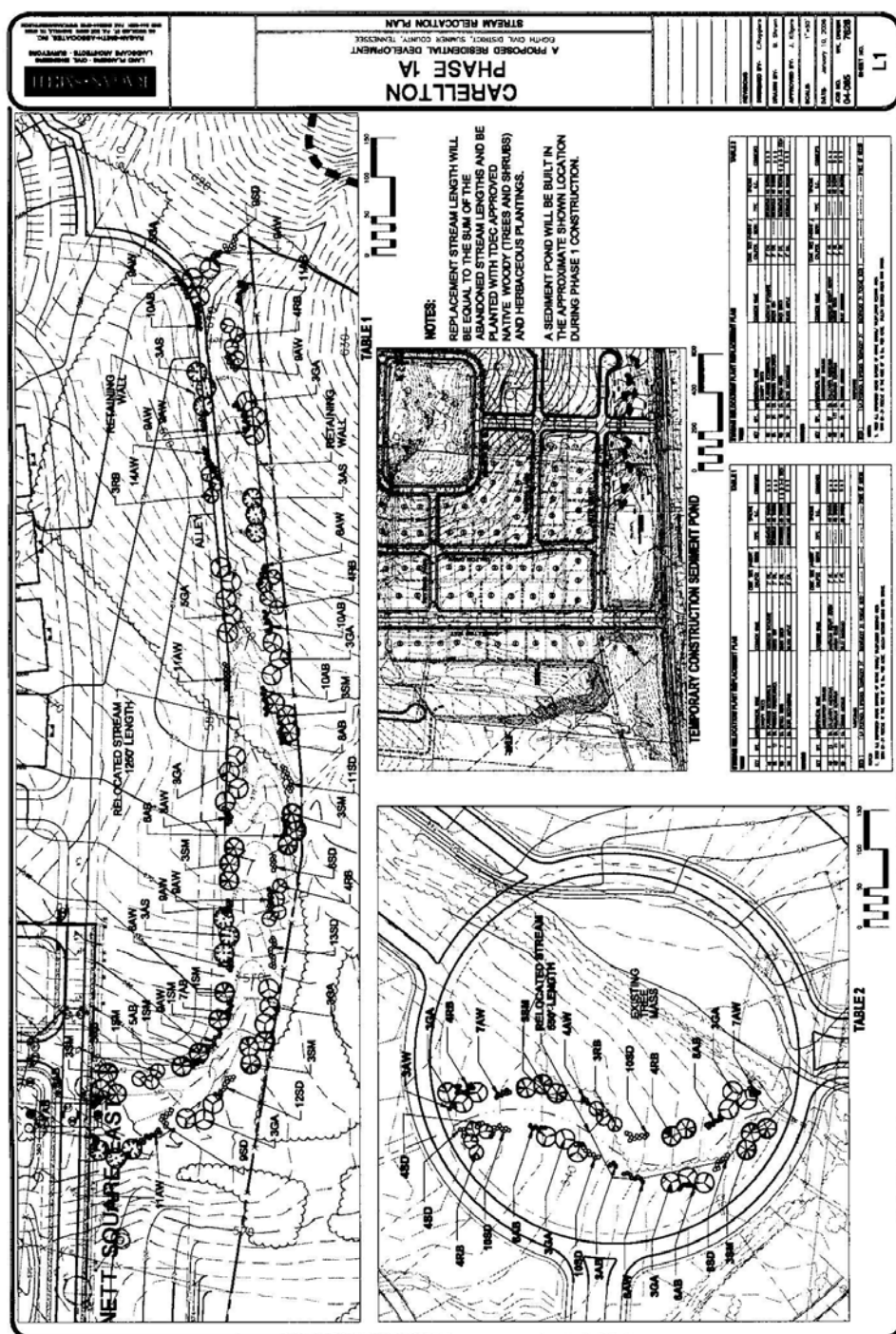
NOTES:

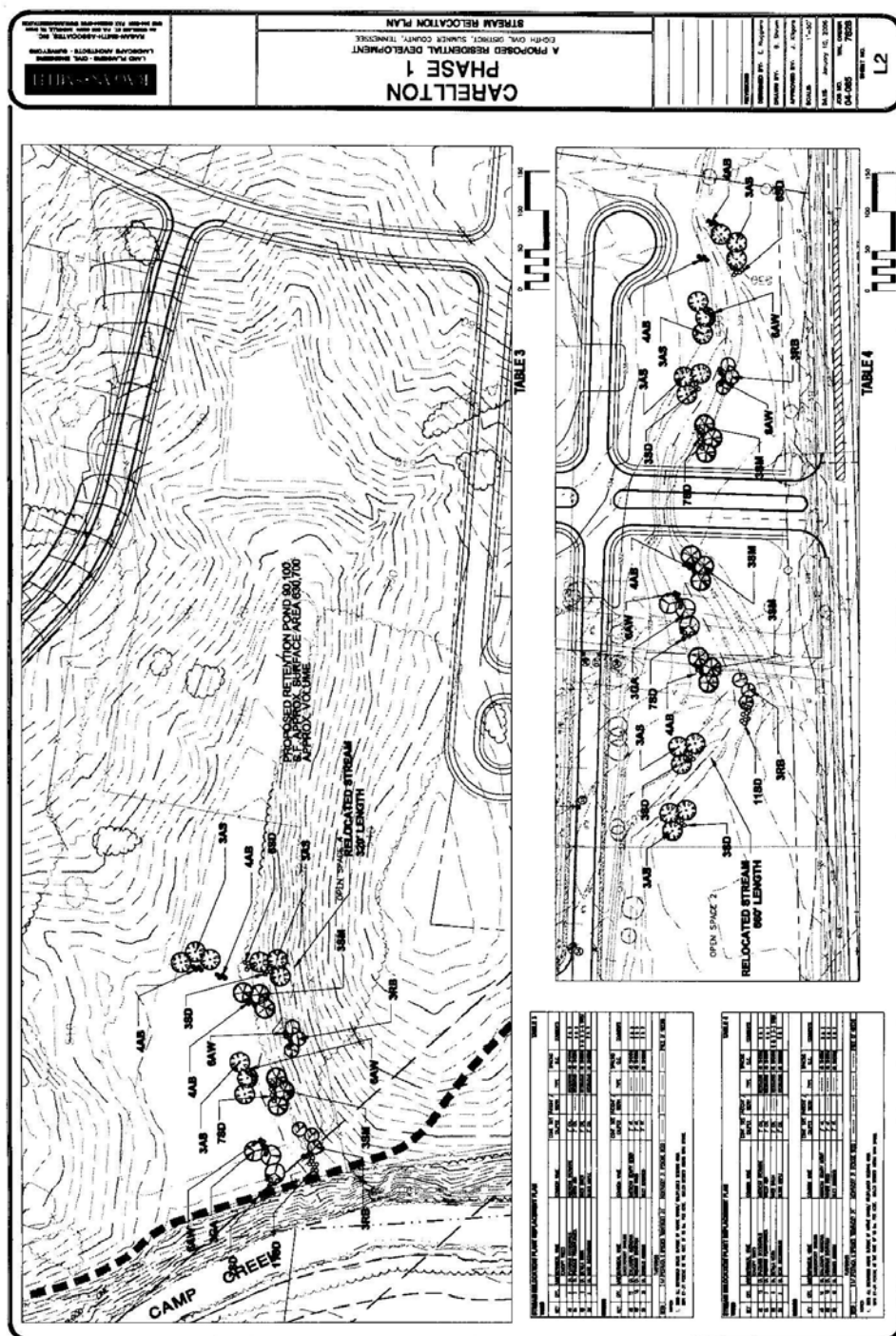
1. ALL VEHICULAR CROSSINGS WILL BE DESIGNED AS SPAN BRIDGES TO MINIMIZE IMPACT ON STREAMS.
2. UTILITIES WILL CROSS CREEKS AT BRIDGE LOCATIONS WHERE AS ALL POSSIBLE.
3. TOTAL REPLACEMENT STREAM LENGTH WILL BE EQUAL TO THE SUM OF THE ABANDONED STREAM LENGTHS AND BE PLANTED WITH APPROVED TDEC NATIVE PLANTING.

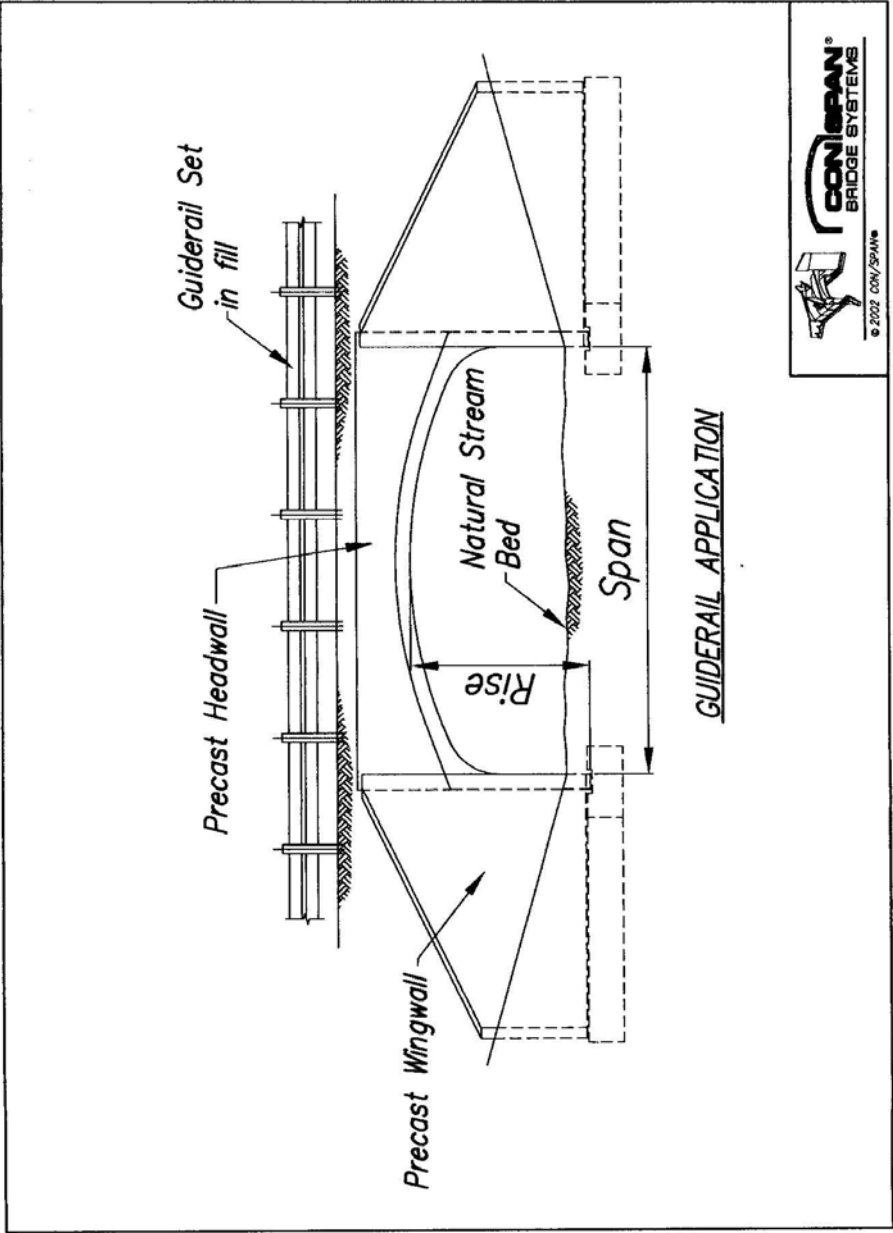
RACAN-SMITH
 LANDSCAPE ARCHITECTS
 1000 N. GARDEN AVENUE, SUITE 100
 AUSTIN, TEXAS 78701
 TEL: 512.476.1111
 FAX: 512.476.1112
 WWW.RACAN-SMITH.COM



APP APPLICATION PLAN
 PROJECT: STATION CAMP CREEK
 SHEET: 01 OF 01
 ISSUE DATE: 10/20/09







Pictures

Photographs
Stream Measurements
Carellton
October 27, 2005



D-1 view upstream; dimensions fw: 5-6', tw: 14-15'; h: 5-6'



D-1 view downstream



F-1 view downstream



F-1 view upstream



F-2 view upstream



F-2 view downstream



G-1 view upstream; dimensions fw: 4', tw: 11', h: 4'



G-1 view downstream



I-1 view of stream relocation (proposed location)



I-2 view of stream to be relocated (up-gradient end)



I-3 view of stream to be relocated (down-gradient end)